

THE CHINA MAIL.

FRIDAY, AUGUST 9, 1895.

Entertainment.



M. R. G. G. BRADY begs to announce that he will give a FAREWELL CONCERT, In aid of the Funds of the KOWLOON INSTITUTE, ON SATURDAY, 17th August, 1895, at 9 p.m. precisely.

SEVERAL LADIES and GENTLEMEN have kindly consented to assist.

Tickets can be obtained of Messrs. KELLY & WALSH, on and after the 16th August. Prices:—\$2 and \$1. Soldiers and Sailors half-price.

Hongkong, August 6, 1895. 1441

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Bellona*, Capt. von BINZER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day, the 8th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the HONG & KOWLOON WHARF & GODOWN CO., and stored at the Owners' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rate.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 4 p.m. No Fire Insurance has been effected.

SIEMSSSEN & Co., Agents.

Hongkong, August 8, 1895. 1458

STEAMSHIP SYDNEY, COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London and Havre, ex Steamship *Ortegal*, and from Bordenay ex Steamships *Ville d'Avranches* and *Ville de Marseille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk into the Godowns of the HONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Tuesday), the 6th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 13th instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 13th instant, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 13th instant, at 3 p.m. No Fire Insurance has been effected.

C. TOURNAIRE, Acting Agent.

Hongkong, August 6, 1895. 1448

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship *Oolong*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 o'clock.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Optical Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by the Undersigned.

HOLLIDAY, WISE & Co., Agents.

Hongkong, August 7, 1895. 1450

Intimations.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

Proprietor and Manager.

Hongkong, November 24, 1894. 1907

CHAS. J. GAUPE & Co., Chronometer, Watch & Clock Makers, Jewelers, Gold & Silvermiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VONGLANDER'S CELEBRATED BINOCULARS AND TELESCOPES, RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE, Christofle & Co.'s ELECTRO-PLATED GOLD & SILVER JEWELLERY in great variety.

DIAMONDS & DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

In the matter of the Estate of HIM KEE ALUM, late of Foochow, in the Empire of China, Deceased.

NOTICE is hereby given that His Honour Sir FIELDING CLARK, Knight, L.L.B., Chief Justice, having in virtue of Section 3 of Ordinance No. 9 of 1870, made an Order limiting to the 1st October, 1895, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated the 9th August, 1895.

C. F. A. GANGSTER, Official Administrator.

1469

FOR SALE.

Messrs. Kelly & Walsh's List includes the following Works by ETEL:

EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1882. Hongkong, 1894. \$6.50.

HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM. Third Edition. Hongkong, 1894. \$1.50.

FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00.

CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. \$10.00.

CHINESE SCHOOLBOOKS. Translated. I. The Triumphant Classic. II. The Thousand Words Poem. \$9.50 per set.

Hongkong, August 9, 1895. 1467

NOTICE.

THE PO ON MARINE INSURANCE & GODOWN COMPANY, LIMITED.

Capital—Eight Hundred Thousand Dollars.

BOARD OF DIRECTORS.

Chu Sip Chien, Esq., of Messrs. Chu Kwong Lan.

Un Ou I, Esq., of Messrs. Kung Yuen.

Lou Chuk Hin, Esq., of Messrs. Kung Yuen.

Chu Shat Chi, Esq., of Messrs. Chu Yau Lan.

Chu Chuk Kwan, Esq., of Messrs. Kung Kee Hong.

Lo Shat U, Esq., of Messrs. Quan Hing Long.

Chu Sui Man, Esq., of Messrs. Chu Foo Lan.

Chu Wan, Esq., of Messrs. Tung Chau Hong.

THIS Company having been duly incorporated will Accept RISKS from the 15th Instant, at Current Rates.

HEAD OFFICE: No. 126, Wing Lok Street.

UN LAI CHUEN, Secretary.

Hongkong, August 8, 1895. 1460

ZETLAND LODGE, No. 525.

A N Emergency MEETING of the above LODGE will be held in the FRIEDMANS' HALL, Zetland Street, on TUESDAY, the 15th Inst., at 8.30 p.m. on Saturday, the 19th Inst. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, August 9, 1895. 1468

FOR SHANGHAI.

The Steamship *Peiyang*, Captain R. K. K. will be despatched for the above Port TO-MORROW, the 10th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSSSEN & Co., Hongkong, August 9, 1895. 1468

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Steamship *Thales*, Capt. BATHURST, will be despatched for the above Ports on SUNDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, August 9, 1895. 1462

FOR YOKOHAMA AND KOBE.

The Steamship *Bellona*, Capt. von BINZER, will be despatched for the above Ports on MONDAY, the 12th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSSSEN & Co., Agents.

Hongkong, August 9, 1895. 1464

FOR YOKOHAMA (DIRECT).

The Steamship *Strathesk*, Captain TAYLOR, will be despatched for the above Port on TUESDAY, the 13th Inst.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, August 9, 1895. 1412

FOR YOKOHAMA AND KOBE.

The Steamship *Argyll*, will be despatched for the above Ports, on TUESDAY, the 16th Inst.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, August 9, 1895. 1470

FOR HAVRE, HAMBURG AND ANTWERP.

The Steamship *Strathesk*, Captain TAYLOR, will be despatched for the above Ports, at Daylight, on SUNDAY, the 25th Inst.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, August 9, 1895. 1469

POST OFFICE NOTICES.

MAILS will close:

For SHANGHAI.

For Peiyang, at 3.30 p.m. on Saturday, the 10th Inst.

For SAIGON.

For MANILA.

For MANILA.

For HAMBURG.

For ANTWERP.

For HAVRE.

For LONDON.

For PARIS.

For BOSTON.

For NEW YORK.

For LONDON.

A SOLDIER of the 12th Brigade was drowned while bathing near Hunghom on Monday last. The body was buried on Wednesday, with military honours.

Messrs Cassell & Co.'s over-welcome magazines for June arrived last week, and are well above the average standard, the *Summer Journal* summer number being particularly attractive.

H.M.S. *Rainbow* coaled to-day and leaves for Amoy, Formosa, &c., on Sunday, if there are no other orders to the contrary. H.M.S. *Leander* is expected to dock at Hunghom on the morning of Thursday next, 16th inst.

There has been issued from the Bangkok Times Office a detailed list of Imports and Exports of Siam. The information is furnished by H. S. M. Customs and published by authority, and so may be taken as absolutely correct. It will be found useful for merchants and others.

As might have been expected, H. E. the Governor has decided that he cannot be the medium for forwarding to the Secretary of State the resolution passed at the public meeting yesterday, condemning the apathy of the British Government in its blundering with the barbarities of China. A Government official is of course required to have no conscience, nor any feelings such as other human beings usually show. It would have been as well if the original wish of the meeting, to forward direct, had been carried out, so as to save Sir W. Robinson the pain of a refusal which must have gone against his grain as a man and an Englishman. However, it is of little importance, for the message has long ago gone on its way by other and perhaps more effective channels.

It may have been the recent war, or it may have been ordinary Post Office eccentricities, or it may have been the intense heat of this summer or the excessive cold of last winter—we cannot say what is the reason, but we have now to acknowledge receipt of a magnificent sample packet of Messrs Raphael Tuck & Son's Christmas and New Year cards and calendars, due eight or ten months ago. They had been lying in the godowns—in good company, for Her Britannic Majesty still lies there in effigy—and the letter of advice that should have come to their release went astray. They are in good time for next Christmas; orders sent home now would reach in time for the works of art to be got ready and sent out here by November. The present consignment is a little too late to be of any use to intending competitors for the 4,000 valuable prizes which are offered for literary and artistic work, and for children's efforts in the same line, to be sent in for adjudication by May each year. These numerous and varied competitions should specially attract a section of residents in the Far East, and it would be as well to obtain lists at once on account of the distance. Messrs Tuck's catalogue, itself a work of art, is full of tempting suggestions of decorative trifles, handsome presentation books, calendars, cards, and other things of beauty.

LOSS OF THE 'CATTERTHUN.'

GREAT LOSS OF LIFE.

We are informed by Messrs Gibb, Livingston and Co., agents of the E. and A. S.S. Co., of the total loss of the steamer *Catterthun*. Their communication is as follows:—

Hongkong, August 6.

We beg to inform you that we have received a telegram from our agents at Sydney to the effect that the E. and A. steamer *Catterthun*, bound for Hongkong, had usual ports, struck on the Seal Rocks about 100 miles from Sydney and is a total wreck. The *Catterthun* left Sydney on the evening of the 7th instant.

The *Catterthun*, which was launched at Sunderland in 1881, was one of the most popular vessels trading between Hongkong and Australia, and her commander, Capt. Neil Shannon, is well-known and highly respected in this Colony. The Seal Rocks are about 110 miles N.N.E. of Sydney, about a mile and a half off the coast opposite Sugar Loaf Point. Leaving Sydney on Wednesday evening, the *Catterthun* would reach the Seal Rocks at daylight. In the day time, steamers usually pass inside the Rocks. There is as yet no information as to how the disaster occurred. The steamer had a crew (inclusive of Chinese) of from 50 to 55, all told. Twenty of the passengers and crew have been saved. The *Catterthun* had a cargo of coals and general.

The telegraph line was completed on July 8 from Macao up to Kengtung, near the Mekong River. Messrs M. Lyon, Sharpe, and O'Gorman, who have been in charge of the operation, have worked splendidly through almost impenetrable forests, and in spite of heavy rains.

A serious collision between the Ocean Line steamer *Gorgon* and the Norwegian vessel *Ragnhild* took place outside Bangkok bar on the 27th ult., about half-past five. The latter vessel was out down to the water's edge, and quickly filled, but, being loaded with coal, remained floating. The *Gorgon* was only a little bent at the bow, and crossed the bar on the 29th ult. The *Ragnhild* cleared for Europe on the 27th ult., but being short-handed was lying outside till she could complete her crew. How the collision occurred has not transpired. No one was injured.

RICHARD'S PAVILION.—The finest in the World—Tenth and tone unequalled. Solo & Agents, W. Robinson and Co.

FURTHER ANTI-FOREIGN RIOTS.

MORE BABY VICTIMS.

There seems to be a general movement against foreigners throughout southern China. The cowards who raise these disturbances are afraid of tackling any but the most defenceless, and thus it results that women and children—children of two or three years or a few months—are their favourite prey. Hence the mistaken theory that missionaries alone are disliked. The logic that explains slaughter of babies at the breast on such principles is peculiarly Chinese. Apologists who even vaguely "calm consideration" of the murders and mutilations of little girls are hardly fit to be called human. When little Kathleen Stewart, twelve years old, has to drag the baby from under the body of the dead nurse, and carry it out through the chaotic scene of horror, to get back to her burning home and make four separate journeys to save her younger brothers and sisters from the awful fate of her father and mother, has to carry Mildred whose knee is broken. Through, Herbert whose head is a mass of slobbering gashes, Evan who is stabbed, and the baby whose little forehead is split open—when such things have to be done by a girl of eleven, herself stabbed and bruised, in a house where all the ladies were lying hideously mangled among the burning ruins—when it comes to this, no man, no creature of flesh and blood and human feeling, can stop to parley of "political motives" and "difficult problems." These Chinese are not human. These ferocious monsters who can do such deeds, yet cannot with thousands of their fellows face a single armed white man, these filthily hearted white-livered fiends are not fit subjects for discussion, but only for indiscriminate extermination.

Deliberation is an excellent thing in its place, but it is out of place here. Such is, broadly speaking, the case, but I would point out to your Lordship that this is a free-trade colony, where no duties are levied on French houses or colonial products, and it would appear only just that France should differentiate between those British Colonies which are protectionist and those (like the Straits Settlements) are free-trade colonies.

—The question of more importance than a mere detail, would be, for it appears that the action of the French authorities in refusing to grant the minimum tariff to this colony has resulted in practically destroying one important branch of trade, namely, that of cotton goods sold here and afterwards purchased for export to Saigon. This trade in 1891 amounted to \$1,115,298, while last year it had fallen to \$255,306, and the total exports to Saigon for 1893 were \$1,287,566, against \$1,948,715 in 1892.

The above figures help to show how very injurious to this colony has been the action of France in this question. While we are extending to her the benefits of free-trade, she is practically closing her Eastern ports against us, on a pretext which might well apply in the case of colonies possessing a high protective tariff. I would, therefore, humbly suggest that that apparent anomaly—which I can only account for by supposing a want of accurate information on the part of the French Government of the conditions of trade in the various British Colonies—should be made the subject of a special representation to the French Government.

—The matter is one of great importance to the colony, and His Lordship would be glad if Lord Kimberley were to find it possible to make a representation on the subject to the French Government.

—It might be pointed out that the ports of the British Straits Settlements are, for administrative and economic purposes, practically out ports of the United Kingdom—that the colony being in the strictest sense, under Crown Colony Government, has no commercial or political policy independently of the United Kingdom.

—No customs duties are imposed, nor would Her Majesty's Government, as at present advised, allow any such duties to be imposed upon imports from France or any other country nor upon the tonnage of French shipping or of shipping of any other country.

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—Looking to the extensive interests which France has immediately to the west of Singapore, Lord Ripon thinks that the French Government can hardly be indifferent to the advantage which France derives from the fact that Great Britain has founded and maintains these great and orderly free ports, and he would, naturally, relinquish the hope that the French Government might be willing to draw a distinction between the Straits Settlements and the English self-governing colonies, which being self-contained and growing communities have thought proper to adopt, like certain other countries, a policy of protecting their native industry. I have, however, to add, that the Chinese rioters are as much afraid of the rioters as the rioters are afraid of the Chinese.

—Spurred on to yet more ambitious aspirations by this achievement, the Chinese burnt a building where nobody lived. This was to be the emblem of the officials, of course. It was to embolden the officials, of course, to do the same.

—Further details of the Fatsian riots are to be had. In this case the rioters stand convicted by their placing the blame on the Chinese, as might be expected, that China beat Japan and Britain combined, and for assisting Japan the British should be destroyed.

—On the first sign of trouble Mrs MacDonald and her child were got away down the river to the Foreign Concession at Canton. There were no other European women or children at Fatsian. Soldiers were sent up, and the rioters dispersed after wrecking the hospital I have, &c.

DIFFERENTIAL DUTIES AT SAIGON.

OFFICIAL CORRESPONDENCE.

The following Correspondence has been laid before the Legislative Council of the Straits Settlements:—

GOVERNOR MIE C. D. MITCHELL, K.C.M.G.,
TO SECRETARY OF STATE FOR
THE COLONIES.

Government House,
Singapore, 18th June, 1894.

My Lord.—With reference to previous correspondence, as marked in the margin, I have the honour to bring again to your Lordship's notice the question of the Saigon differential tariff and its effect upon the trade of this colony.

—From an answer given by Sir Edward Gray to Mr. Henkler-Heaton in the House of Commons, on the 13th June, 1893, it would appear that France differentiates between the United Kingdom and her colonies for the reason that the former is a free-trade country, while the latter are protectionist.

—Such is, broadly speaking, the case, but I would point out to your Lordship that this is a free-trade colony, where no duties are levied on French houses or colonial products, and it would appear only just that France should differentiate between those British Colonies which are protectionist and those (like the Straits Settlements) are free-trade colonies.

—The question of more importance than a mere detail, would be, for it appears that the action of the French authorities in refusing to grant the minimum tariff to this colony has resulted in practically destroying one important branch of trade, namely, that of cotton goods sold here and afterwards purchased for export to Saigon. This trade in 1891 amounted to \$1,115,298, while last year it had fallen to \$255,306, and the total exports to Saigon for 1893 were \$1,287,566, against \$1,948,715 in 1892.

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—Looking to the extensive interests which France has immediately to the west of Singapore, Lord Ripon thinks that the French Government can hardly be indifferent to the advantage which France derives from the fact that Great Britain has founded and maintains these great and orderly free ports, and he would, naturally, relinquish the hope that the French Government might be willing to draw a distinction between the Straits Settlements and the English self-governing colonies, which being self-contained and growing communities have thought proper to adopt, like certain other countries, a policy of protecting their native industry. I have, however, to add, that the Chinese rioters are as much afraid of the rioters as the rioters are afraid of the Chinese.

—Spurred on to yet more ambitious aspirations by this achievement, the Chinese burnt a building where nobody lived. This was to be the emblem of the officials, of course. It was to embolden the officials, of course, to do the same.

—Further details of the Fatsian riots are to be had. In this case the rioters stand convicted by their placing the blame on the Chinese, as might be expected, that China beat Japan and Britain combined, and for assisting Japan the British should be destroyed.

—On the first sign of trouble Mrs MacDonald and her child were got away down the river to the Foreign Concession at Canton. There were no other European women or children at Fatsian. Soldiers were sent up, and the rioters dispersed after wrecking the hospital I have, &c.

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jusqu'à présent, le Gouvernement britannique n'a pas songé à établir, dans ceux posséssions du détroit, de droits préférés ou contraires à l'importation de France, ou de tout autre pays. En conséquence, il paraît que l'importation de marchandises de l'Indochine, dans les ports de l'Indochine, est autorisée, sans distinction de source ou d'origine.

Il résulte de l'examen que cette communication a été soumise à la partie de l'Assemblée législative compétente, que l'état actuel de notre législation ne permet pas au Gouvernement de donner satisfaction à la demande que Monsieur Phlipps avait recommandé à mon attention. L'application de la loi du 27 février, 1892, confirmée par cette loi du 29 décembre, 1891, et par le Décret du 31 janvier, 1892, est strictement limitée aux produits d'origine anglaise, et ne concerne pas les produits de l'Assemblée législative.

D'autre part, les dérogations à ce tarif, prévues par l'article 3 § 4 de la loi du 11 janvier, 1892, doivent être justifiées par la nécessité de faciliter les approvisionnements de nos possessions, soit par la difficulté d'appliquer le tarif métropolitain à certaines marchandises dans l'intérêt des colonies ou pour des raisons économiques.

4.—La question de plus importance que celle qui a été posée, mais qui est tout aussi importante, est celle de la révision de l'application de la loi de 1892. Ainsi, l'application de la loi de 1892, prévue par l'article 3 § 4 de la loi du 11 janvier, 1892, ne nous aide pas à répondre à la question de la révision de l'application de la loi de 1892.

5.—Le résultat de ce qui a été fait jusqu'à présent est que la loi de 1892 a été appliquée à la lettre, mais que les dérogations prévues par l'article 3 § 4 de la loi du 11 janvier, 1892, n'ont pas été appliquées.

6.—Le résultat de ce qui a été fait jusqu'à présent est que la loi de 1892 a été appliquée à la lettre, mais que les dérogations prévues par l'article 3 § 4 de la loi du 11 janvier, 1892, n'ont pas été appliquées.

7.—Le résultat de ce qui a été fait jusqu'à présent est que la loi de 1892 a été appliquée à la lettre, mais que les dérogations prévues par l'article 3 § 4 de la loi du 11 janvier, 1892, n'ont pas été appliquées.

8.—Le résultat de ce qui a été fait jusqu'à présent est que la loi de 1892 a été appliquée à la lettre, mais que les dérogations prévues par l'article 3 § 4 de la loi du 11 janvier, 1892, n'ont pas été appliquées.

9.—Le résultat de ce qui a été fait jusqu'à présent est que la loi de 1892 a été appliquée à la lettre, mais que les dérogations prévues par l'article 3 §

THE CHINA MAIL.

FRIDAY, AUGUST 9, 1895.

Shipping.

Steamers.

FOR NEW YORK VIA SUEZ CANAL

The Steamship
Arendale,
Captain MILNE, shortly
expected, will load here
for the above Port and will have quick
despatch.

Rate of Freight for Matting 25c. per ton
of 40 cubic feet.

For Freight, apply to
SHEWAN & Co.,
Hongkong, July 30, 1895. 1391

FOR SINGAPORE, HAVRE AND
HAMBURG.

(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)

(Taking Cargo at through rates to
ANTWERP, LANSISTER, ROTTERDAM, LISBON, OPORTO, LONDON,
LIVERPOOL and BREMEN).

The Steamship
Gerd, Captain J. Eulens, will be
despatched for the above Ports on WEDNESDAY, the 1st
Instant, at 4 p.m.

This Steamer has superior Accommodation
for First and Second Class Passengers,
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, August 6, 1895. 1439

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship
Spinditus, Capt. Griffiths, will be
despatched as above on
or about the 15th Proximo.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, July 31, 1895. 1397

SHIRE LINE OF STEAMERS

FOR LONDON AND HAMBURG.

The Steamship
Rathorpe, Captain DAVIES, R.N.R., will be
despatched for the above Ports on or about the 20th August.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, July 31, 1895. 1395

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.I.I. American Ship
P. N. Blanchard, Master, shortly
expected from Java, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, July 31, 1895. 1399

FOR NEW YORK.

The 3/3 L.I.I. German Ship
GARLISCH, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to
SIEMSEN & Co.,
Hongkong, June 18, 1895. 1131

FOR BALTIMORE.

The 3/3 A.I.I. Amer. Barque
Fred. P. Littlefield, C. B. Chabouin, Master, will
load here for the above Port, and will have quick
despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, August 3, 1895. 1428

FOR NEW YORK.

The 3/3 L.I.I. British Steel
Barque Belmont, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, June 17, 1895. 1122

FOR SAN FRANCISCO.

The 100 A.I.I. British Ship
Lyndhurst, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to
SHEWAN & Co.,
Hongkong, May 29, 1895. 1010

FOR NEW YORK.

The 3/3 L.I.I. American Barque
Geo. S. Homer, Master, having arrived
to-day, is now loading here for the above Port, and will have quick
despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, July 31, 1895. 1398

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS,
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

mitsui bussan kaisha,
8, Queen's Road Central,
Hongkong, January 2, 1894.

PRICES: 23 CENTS PER COPY.

CHINESE SCHOOL-BOOKS:

S. M. T. S. K. KING,
T. S. I. N. T. S. M. A. N.,
LITERALLY TRANSLATED AND EXPLAINED

BY
Dr. E. J. EITEL.

PRICES: 23 CENTS PER COPY.

CHINA MAIL OFFICE,
Hongkong, May 17, 1893.

905

Insurances.

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne
A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £460,000.
CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,019,000.

TOTAL ANNUAL INCOME, £77,546.

THE Undersigned, having been appointed
Agent of the above Society in Hong-
kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING,
Praya Central,
1421

TYphoon Insurance.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-
GAGERS, and others interested in
House Property are informed that
THE COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED,

Are prepared to accept risks against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.

For Particulars, apply to

WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Connaught House,
Queen's Road Central,
Hongkong, July 1, 1895. 1212

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1894,
£11,671,018 26 24.

I.—Authorized
Capital ... £300,000
Subscribed ... 2,750,000
Paid up Cap-
ital 687,500 0 0
II.—Fire Funds 2,410,002 7 3

Revenue Fire Branch... 1,646,856 18 7

HAVING been appointed Agents of the
above Company we are prepared to
accept KINMAN and CHINESE RISKS at
Current Rates.

SHEWAN & Co.,
Agents.

13 July, 1895. 1300

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nankin, Kobe, Saturday, Aug. 17, Inland Sea, Yokohama & Honolulu) at noon.

City of Peking (via Nagasaki, Kobe, Saturday, Sept. 7, Inland Sea and Yokohama) at noon.

City of Nagasaki (via Nagasaki, Kobe, Inland Sea, and Yokohama) at noon.

TUESDAY, the 21st August, the Company's
Steamship CITY OF RIO DE JANEIRO will be
despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 17th August, at noon, taking Passengers and Freight for Japan, the United States, and Europe.

Statement of this line pass through the
INLAND SEA OF JAPAN, and passengers are allowed to
break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all trans-
atlantic lines of Steamers, and to the
principal cities of the United States or Canada.

Rates may be obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail route from San Francisco including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from
Chicago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service or China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until
1 p.m. the day previous to sailing. Parcels
will be received at the office until 5 p.m.,
all Parcels being marked with address in full; no
part of same is required.

Parcels to accompany Cargo
shipped to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 1, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 31, 1895. 1400

NOTICE.

STEAM FOR:

SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prussia | Monday | August 19.
Oldenburg | Monday | Sept. 16.
Gera | Monday | Oct. 14.
Prins Heinrich | Monday | Nov. 11.
Prussia | Monday | Dec. 9.
Sachsen | Monday | Jan. 6.
Gera | Monday | Feb. 3.

ON MONDAY, the 10th day of August, 1895, at 3 p.m., the Company's
Steamship PREUSSEN, Capt. HOEVENAAR,
with MAIL, PASSENGERS, SPREIE
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 17th August, at
which time all Parcels will be received on
board until Noon, on MONDAY, the 19th
August, and Parcels will be received (at
the Agency's Office) until Noon, on SUNDAY,
the 18th August. Contents of Packages
are required. No Parcel Receipts will be
signed for less than \$2.50, and Parcels
should not exceed Two Feet Cubic in
measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

Each can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, July 31, 1895. 1400

FOR SALE.

JAPAN HAND-MADE PAPERS.

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mitsui bussan kaisha,
8, Queen's Road Central,
Hongkong, January 2, 1894.

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Dr. E. J. EITEL.

PRICES: 23 CENTS PER COPY.

CHINA MAIL OFFICE,
Hongkong, May 17, 1893.

905

Mails.